

MANY WRECKS.

The Past Six Months Marked by Marine Disasters.

LIST OF VESSELS LOST.

It Will Be Seen that a Great Deal of Property and Many Lives Were Lost.

While ocean travel to-day is surrounded with all the safeguards that ingenuity can devise, and men of the best judgment and experience are placed in charge of vessels, news of great marine disasters is constantly being reported.

Boston has been almost a storm centre during the past winter and the losses in marine circles reach high into the millions, while the losses of life are appalling large. Fishing vessels and smaller craft are almost daily lost, and the aggregate is large, and the losses of steamships and large ocean liners, while infrequent, are occurring too often to be carelessly disregarded by those who follow the sea or have friends who are on the vast deep.

The news of the disaster to the Paris near Falmouth, Eng., is another cause of apprehension.

The following is a list of the disasters among the larger vessels occurring during the past six months. This list may not be complete, but it includes enough vessels to show the enormous losses of life and property.

The November storm was the cause of many marine losses. One of the vessels that was never heard from after passing Highland light, November 29, was the steamer Pentagost. She was managed by the Manhattan Company of New York and was captained by Orris R. Ingraham. She carried a crew of 18 officers and men.

She was never heard from again. The most disastrous loss of the November storm was the steamer Portland. She carried on board about 200 people and everyone perished.

There were 155 or more wrecks in the great storm of November. Many of them were afterward repaired, but the majority went to the bottom to stay forever.

The Londonian, one of the Furness Line steamers, was abandoned at sea, November 29 she was sighted by a craft and was in a sinking condition. All her crew, except one escaped. The vessel and cargo were lost.

There were several steamships lost just previous to the big storm. The Clyde steamer Croatan burst into flames while en route from New York to Wilmington, N. C., November 3, and of the 27 persons who sailed in her five were drowned. The vessel was totally destroyed.

The British ship Atlanta, Capt. Charles McBride, plying from Tacoma to Cape Town, was lost 16 miles south of Yaguima Bay, Oregon, November 20. There were 23 lives lost, including all the officers of the ship. The Johnson Line steamer Rossmore, loaded with salt and china clay, was abandoned in midocean February 6. The Dutch oil tank steamer Rotterdam and the British steamer Trojan rescued forty-two lives. The vessel went to the bottom.

The Dominion Line royal mail steamer Labrador was lost on the south coast of Ireland March 1. The passengers and crew escaped safely. The French steamer Duguesclin and eleven of her crew were lost off Trevose Head January 5. She collided with the Rosshire. One man from the Rosshire was also drowned. The survivors were picked up by the Norwegian steamer Fram and transferred to a pilot boat, which took them to Falmouth, England.

The British steamer Oswestry, Capt. Williams, a total wreck, March 12, near Crookhaven, Ireland. The crew was saved by the bravery of the people along shore.

The steamer Castilian, of the Allan Line, was totally wrecked on Gannet Ledge March 11. No lives were lost. The steamer Caratua, which sailed from Barcelona March 9 for Havana, went ashore at Valencia March 13. Her passengers and crew were rescued. The British ship 16th of the British ship Andania, Capt. G. W. Stalling, was lost in heavy winds near the St. Paul and Tacoma Lumber Company's dock, Tacoma, Washington.

A severe storm visited the English coast October 18 and nine lives were lost. The bark Frivold, the Augvald and schooner Wilhelm went down. In the Orient on the same date disastrous typhoons and storms and floods caused a fearful loss of life. In Japan 2,000 people were drowned and 250 towns were flooded. The American bark Comet was abandoned by her crew and was lost.

The Merchants' and Miners Line steamer William Lawrence was wrecked in a gale off Port Royal, S. C., February 12.

The Moravia, Capt. Jorgensen, sailed from Hamburg for Boston, was lost February 16 on Sable Island bar. Her passengers and part of her cargo were saved by the steamer Aberdeen. The second mate lost his life.

The steamer Ravenna, Cunard Line, was totally disabled at sea near the Azores about two months ago, but after a trying experience she was brought safely to Liverpool without the loss of any lives.

The boiler of the steamer Rywena, Lee, plying on the Mississippi, with 81 passengers and crew, exploded opposite Tyler, Mo., March 29. Capt. George Carvell and one member of the crew were the only ones saved.

The British steamer St. George was wrecked in the English Channel, March 30. She foundered on the dreaded Casquet rocks near the island of Alderney in a fog. Passengers and crew to the number of sixty were lost, but about 150 escaped in life boats.

The steamer Chilkat, with six passengers and a crew of thirteen, capsized on the bar April 4 in San Francisco harbor. Nine persons escaped, but the other ten were lost.

The steamship Norseman, of the Warren Line, bound from Liverpool to Boston, struck on the rocks off Marblehead March 29. The vessel was badly damaged, but was taken off and repaired at great expense. No lives were lost.

THE CROPS AND WEATHER.

What the Department of Agriculture Says About Them.

The United States department of agriculture, climate and crop bulletin of the weather bureau, South Carolina section, has just issued the following weekly crop bulletin for the week ending Tuesday, through Director Bauer, of the Columbia station: The week ending May 22 averaged nearly 8 degrees per day warmer than usual, with an absolute range of temperature between a maximum of 90 and a minimum of 47 degrees.

The rainfall for the week came in the form of scattered showers on the 18th, with no rain over a large portion of the State, and generally very light except in portions of York County, where a heavy shower occurred. Showery conditions prevailed at the close of the week over the entire State, with heavy rains in some of the western counties, that will partially relieve the existing drought.

The dry weather was favorable for cultivation, and crops are generally free from grass and weeds. In places the ground is too hard to work.

Late planted corn is coming up slowly, stands are irregular and damaged in localities by worms; bottom lands are being planted where the soil is fit to plough.

Cotton that is up has not been hurt by the drought, but late planted cotton is not coming up well; cotton in the field may be planted as soon as the lands can be prepared. Stands are generally full and healthy, but small. Sea island cotton is in very good condition.

Wheat is heading low and ripening prematurely in places, on account of the drought, and in places the yield will be but half an average crop.

Oats have been severely damaged by the lack of moisture when heading, and the spring sown oats are reported a partial or complete failure; fall sown oats will also make a poor crop. Harvesting has begun.

Tobacco needs rain both to maintain stands and to finish transplanting; bugs and grasshoppers have injured the plants in a number of counties.

Rice is generally doing well, and preparations are well advanced for late or June plantings.

Some sweet potato slips have been set out. Irish potatoes need rain, and Colorado beetles are very destructive. Cane and melons are doing well. Pastures and gardens are failing. Fruit continues to drop, with indications of a light crop except for apples. Truck needs rain, although shipments of seasonal vegetables are heavy.

Information Wanted.

Gov. Ellerbe has received the following letter from Mr. Thomas S. Hastings, 277 West Forty-sixth street, New York city:

Dear Sir: At the battle of Meade's station, March 25, 1865, G. W. Strait, Co. A., 1st (or Seventeenth) South Carolina volunteers, Wallace's Brigade, Johnson's division, was mortally wounded and died while I was there preaching temporarily in the army of the north. I did not see him, but some one gave me a New Testament (the gift of his sister, S. B. Strait), which was found in his pocket. Of course at that time I could not send the book to his family. All these years it has been hidden and forgotten, but the other day I found it among some relics. I feel that I ought not to keep it, but I am utterly at a loss as to how I can reach any survivor of his family. If you, sir, can give the military record of the man, or the name of the company, or regiment, I will gladly send the volume by mail, for it might be to some one a valued memorial. Pardon me for troubling you with so small a matter. My address for the summer is Oceanic, New Jersey.

Old Age Weds Old Age.

The Rev. E. M. Merritt writing from Bayboro in this week's issue of the Southern Christian Advocate, tells of a marriage that is considerably out of the ordinary. He says: "A very interesting and unusual marriage occurred in our community on Monday evening, the 15th of May. Mr. Bethel Long of Columbus county, N. C., and Mrs. Harriette L. Strickland of Horry county, S. C., were united together by this writer in the holy bonds of wedlock. The groom is 75 years of age and the bride is 63 years old. They had never seen each other's faces until they met (to have the ceremony performed). Their courtship was brief and was conducted by the friends of both parties in different States. They seem to be well pleased with each other. Both are well-to-do. It is hoped that this union will enhance the happiness of both during their declining years."

Schley is the Hero.

A dispatch from Washington to the Atlanta Journal says nothing could better illustrate the estimate put on Admiral Sampson than the decorations here during the present peace jubilee. While likenesses of the president and Wheeler, Lee and Dewey are in abundance, that of Admiral Schley is over every other building on Pennsylvania avenue. It is a noticeable fact, and one commented on in the papers here, that the face of Sampson is not seen throughout the length of Pennsylvania avenue. His name is on none of the banners, while those of Hobson, Wheeler, Dewey, Otis and Schley are everywhere, and cheered lustily everywhere. This omission is especially significant when it is remembered that most of Sampson's life has been spent in Washington, and that he calls it home.

A Lynching in Mexico.

There was great excitement at San Diego, Mexico, on Wednesday over the lynching of seven Negro laborers of the Mexican Central railroad. Jose Santo, a Spanish Negro, attempted to assault the wife of Senator Dunlap, a ranch owner, and, escaping from the plantation, was tracked by bloodhounds, and, in company with nine others, was captured in a hut on the river bank opposite Eagle Pass. The regulators did not attempt to pry the guilt of any of the Negroes, but hung three of them and shot four more who were attempting to escape. The officials are swearing in deputies, as race trouble is treated in the Negro quarter. Four of the Negroes killed are Americans, and all have served sentences in the Texas penitentiary.

AGAINST TRUSTS.

A Great Gathering of Anti-Monopolists in St. Louis.

SOUNDING THE BATTLE CRY.

Bryan Says the Fight Against Oppression of Trusts is Hand and Hand With Fight for Free Silver.

A big Democratic Anti-Trust banquet was held at St. Louis, Mo., Thursday night. Promptly at 6:45 the caterer's direction bell rang, the band struck up "The Stars and Stripes forever," an army of waters laden with viands appeared, and the banquet was on, while the 1,445 banqueters seated at the tables broke into a tremendous cheer, rising in a body and waving the small hand flags that had been provided at each cover. The table of honor was placed on a raised platform at the north side of the arena and at it were seated Hon. W. J. Bryan, ex-Governor John P. Altgeld, O. H. P. Belmont, M. C. Whitmore, Harry B. Hawes, president of the Jefferson club, under whose auspices the dinner was given, Hon. Champ Clark, Hon. David A. DeArmond a number of other prominent Democrats. The Coliseum was decorated throughout with flags and in the centre of these was fixed a large silver shield.

The dinner was concluded at 8 o'clock. It was strictly a love feast. By the time the tables were cleared the 5,000 seats of the amphitheatre were filled with spectators representing the society of St. Louis and the speaking began. The first speaker of the evening was Harry B. Hawes, president of the Jefferson club, who delivered the address of welcome. Mr. Hawes said, in part:

"I was not intended that this dinner should be merely the means of affording entertainment, but it was believed by its promoters that the serious discussions to be held tonight will be the crystallizing public sentiment against the encroachment upon the liberties of the people of the giant monopolies and trusts. It is not sought or desired to push to the background the vital issues of 1898, nor to lessen in any particular the fight to be made upon the greatest of all trusts, the money trust, which, greater than all, is more dangerous than all, and by its existence renders possible many combinations of wealth, that, without it, could not survive. The battle line must be drawn sharp and clear with Democracy on one hand and the trusts and the monopolies on the other."

President Hawes was followed by Hon. Champ Clark of Missouri, who presented the State and district banners in the name of the State committee. Mr. Clark was greeted with a tremendous ovation.

"Trusts are Democracy," occupied Col. M. C. Whitmore of St. Louis but a few minutes. His remarks were greeted with cheers. He was followed by Hon. David E. DeArmond of Missouri, who spoke upon "trusts and its parents."

A FLATTERING RECEPTION.

The applause which met Mr. Bryan was of the most flattering description. The cheers drowned the music which struck up "Hold the Fort," as he advanced to the front of the rostrum. Mr. Bryan spoke as follows:

"An actor who visited Nebraska recently, upon learning from a Republican that confidence had been restored, remarked that he had examined Webster's dictionary to learn what confidence defined as 'trust,' and then he understood that confidence had been really restored. 'More trusts have been formed during the last two years than existed at the beginning of the present administration, and the nominal capitalization of trusts now in existence approaches, if it does not equal in amount the world's total supply of gold and silver. The influence of these trusts has become so enormous that the people, in respect to party, are asking themselves how the evil can be remedied. 'The purpose of the trusts is to control the product of some article of merchandise, and the methods employed are, first, the union of all individual factories under one management or in one corporation, and second, a monopoly, when once complete, not only dictates terms to those who buy the product, but it also dictates terms to those who furnish the labor. If the trusts are permitted to continue we shall find an industrial aristocracy growing up in the United States which will prove as destructive of our ideals as a landed aristocracy would."

TRUSTS FEED THE GREEN.

"The principle of monopoly is incompatible with our institutions. Man's necessities compel him to become a purchaser, and where there is but one seller the purchaser is completely at the mercy of the seller. Where there is competition between producers, the purchaser is sure to obtain what he wants at a reasonable price. When competition is eliminated the price is controlled not by reason, but by the greed of the one who possesses the monopoly. It has been said that the power to tax is a power to destroy. A monopoly possesses the power to tax; it can levy such assessments as it will upon the purchaser, and we can no more afford to permit such a power to be exercised by private individuals than we could afford to authorize private individuals to use the machinery of taxation in order to enrich himself at the expense of his fellows. 'One of the difficulties which has been encountered in opposing trusts is that the trusts hide behind the federal constitution when attacked by State legislation, and shields itself behind its State charter when attacked in the federal courts. No remedy will be complete that is not co-extensive with the federal government. If the extinguishment of the trusts is left to State legislation the public at large will be victimized as long as a single State will furnish a robber's roost when the spoils collected in other States can be divided."

TIME TO BE STARTLED.

"Just now people are startled by the principle of monopoly as it manifests itself in the industrial trust, and well may they be startled. The principle, however, is the same as that which manifests itself in the effort of the national bankers that secure a monopoly of the issue of paper money. 'The greenback is a rival of the bank note and its presence is a constant menace to the banks of issue. Some who recognize the evils that flow from a soap trust seem indifferent to the dangers that attend the formation of a paper money trust. 'The principle of monopoly not only lies at the foundation of the attempt to destroy the greenbacks, but it is the controlling principle that underlies the crusade against silver as a standard money. Between 1850 and 1860, when the production of gold was small, three nations demonetized gold and gave to silver a monopoly of mint privileges. Early in the 70's the financiers became alarmed at the increase in the production of silver as a standard money and gave a monopoly to gold, the production of which at that time was stationary. The standard money trust is not only the parent trust, but is in the hands of foreigners. 'REPUBLICANS IMPOTENT. 'The Republican party is impotent to destroy trusts. It is controlled by those who are interested in trusts, and its campaign funds and slices of war are supplied by the trusts. The policies for which it now stands disregard the interests of the producers of wealth and give the money a consideration which is denied to the individual. 'Abraham Lincoln, in the very beginning of his presidential career, warned the country against the threatened attempt to put capital above labor in the structure of the government. Modern Republicanism is fulfilling the prophecy made by Lincoln, it is putting the dollar above the man. 'The Democratic party is opposed to the principle of monopoly wherever it manifests itself. It has declared war on the trusts. Not a little trust only but big trust as well. Not against one kind of trust only but against all trusts."

Three White Men Lynched.

Three white men, James Humphreys and his two sons, were lynched Thursday night near the village of Ale, in Henderson county, Texas. Several months ago Constable Melton of the Ale precinct, was murdered and the murderer escaped, it is said, through the assistance of the Humphreys. Thursday night a mob of 15 masked men appeared at the Humphreys home and called the father and two sons out. They permitted them to see the women of the family, whom they informed in a spirit of charity that the men were to be taken to Malakoff, a few miles distant, before a justice of the peace, and perhaps to the county jail at Athens. The bodies of the three men were found hanging from the limb of an oak tree, three miles from the Humphreys farm.

A Sad Drowning.

Mr. Peb Hall and a Miss Radford were drowned Wednesday in the Big Ochopee near Lovett, Ga. The young couple, with many others, were going on the banks of the stream at Snelle Bridge and it was while they were out boat riding that the boat suddenly became unbalanced, throwing both parties into the stream. They cried for assistance from those who stood upon the banks not far away, but before they could reach the drowning couple they had sank to the bottom of the stream dead. Their bodies were fished out late Wednesday afternoon, swollen out of shape. Both are young and well to do, and their sudden death casts a gloom over the neighborhood in which they lived.

First Regiment's Flags.

The war department has granted the request of the adjutant general of South Carolina for the custody of the flags of the First South Carolina regiment, United States volunteers in the war with Spain. The two handsome flags arrived from Washington yesterday and are at present in the adjutant general's office at the State capital along with those of the Second regiment. The flags will be properly cared for and will probably be placed in the State library room where they can be seen by visitors.

The adjutant general's office has gotten the copies of the muster rolls of both the regiments, and Gen. Floyd says he proposes to keep the record from the start as it should be.

He Did Not Escape.

In a wild endeavor to escape from patrolmen in Atlanta, after having been arrested on a charge of robbery, Ed Stevens, a negro, jumped into a well forty feet deep with about ten feet of water in it Monday afternoon, and as a result he is now stretched out on the floor in the station house in a most serious condition. The negro came near drowning before he could be pulled from the well, and had it not been that he had presence of mind enough to grasp the rope he would have undoubtedly filled a watery grave even before the officers could arrive on the scene.

Swift Justice.

Charles Colquitt, the Negro who attempted to ravish Eugenia Dooley, white, last Sunday night week at High Shoals, was tried Thursday by Judge Russell at Watkinsville. Colquitt entered a plea of guilty and was sentenced to a term of 30 years in the penitentiary. This is the maximum penalty for unaccomplished attempt at criminal assault upon a woman under the Georgia law.

Our War Casualties.

Adjutant General Corbin has prepared this statement of the number of deaths which have occurred in the army since the beginning of the war with Spain: In Cuba, 1,399; in Porto Rico, 257; at Honolulu, 45; in the Philippines, 664; in the United States, 3,872—total, 6,204.

NEW RAILROADS.

Seven Hundred Miles Built in the Past Decade.

SOME INTERESTING FIGURES.

The Past Ten Years Has Witnessed Marked and Wonderful Improvements in Road Beds and Rolling Stock.

It has not been so many years ago since the lumbering old "wood burners" poured great clouds of smoke out of their awkward looking, conical shaped smoke stacks, as the "cars" dragged along over South Carolina's primitive railway lines. The evolution of the locomotive within the past decade has been remarkable, but is merely an indication of the growth of railroads and the railroad business in the State.

In this day of consolidation, of development, of construction, the public is ready to forget that this new era has not dawned in a day. The year 1839 has indeed begun auspiciously, and the promise is that several hundred miles of new railroads will be built in the next few months.

However this is not a boom, a spurious growth, but is founded upon slow and substantial and steady development during the past decade. And can any section of the union have more to be proud of than the south, when it is considered how complete, how wide-spread the ruin of the railroads in the South during the war between the States?

During the ten years closing with 1898, many miles of new roads had been constructed in this State. This assertion is verified by reference to the reports of the railroad commission for the years 1888 and 1898 respectively.

The statistics for the former year show the following to have been the mileage for that year:

Name of Road.	Miles.
Asheville and Spartanburg	24.25
Ashley River road	4
Atlanta and Charlotte	125
Barnwell railway	9
Bishopville railroad	22.5
Blackville, Alston and Newberry	24
Cape Fear and Yadkin Valley	14.7
Central of South Carolina	40
Three C's	90.5
Charleston and Savannah	90.5
Charlotte, Columbia and Augusta	178.8
Cheraw and Chester	28.6
Cheraw and Darlington	40
Cheraw and Salisbury	11
Chester and Lenoir	37
Columbia and Greenville	199
Farmville railroad	35
Florence railroad	17.5
Georgetown and Western	36
Green Pond and Waterboro	12
Laurens railway	29.9
Northeastern	106.2
Palmetto railroad	11.2
Port Royal and Augusta	108.3
Port Royal and Western Carolina	211.2
South Carolina railway	245
Spartanburg, Union and Columbia	68
Wilmington, Chadbourn and Conway	25.17
Wilmington, Columbia and Augusta	124
Total	1913.82

The following roads were in operation in South Carolina last year:

Name of Road.	Miles.
Asheville and Spartanburg	91.50
Atlanta and Charlotte Air Line	125
Blue Ridge	34.02
Branchville and Bowman	11
Carolina and Cumberland Gap	24.25
Carolina Midland	55
Carolina and Northwestern	37
Central of South Carolina	41.7
Charleston and Western Carolina	319.51
Charleston and Savannah	91.60
Cheraw and Darlington	98.77
Columbia, Newberry and Laurens	75
Florence railroad	45.31
Florida Central and Peninsular	108.85
Georgia, Carolina and Northeastern	136.50
Georgetown and Western	36
Glenn Springs	10
Green Pond, Waterboro and Branchville	12
Hampton and Greenville	23
Laurens and Chester	28.60
Manchester and Augusta	167.54
Northeastern railroad	103.10
Ohio River & Charleston	110.02
Palmetto railroad	11.20
South Carolina & Georgia	240.70
Southern railway	348.68
Wilmington, Columbia & Augusta	132.96
Wilson and Summerton	42.70
Wauchope and Western	26.30
Pickens railroad	9
Severn and Knoxville	17
Total	2621.32

From the above it will be seen at a glance that railroad systems had absorbed a number of individual roads, but the increase in the number of miles in use was 707.9. The increase in the length of side tracks was 123.71 miles.

The increase noted establishes the fact that all through the time of financial depression, South Carolina was struggling to extend the railroad systems, which are prime factors and in the opening of valuable territory and in the marketing of splendid resources otherwise inaccessible. But while new lines were being built, the old were being improved and now no more resemble the primitive tracks of a few years ago than the city thoroughfare resembles the country highway.

The cumbersome hand brake, the "stemwinder," which occupied so much room on the platform and made traveling more wearisome, has been replaced by automatic air brakes. The link and pin couplings have given way to automatic arrangements. The coaches compared with those a few years back are like the light running buggy beside the omnibus.

The road beds have been constantly graded; trestles have been made more secure and in many places filled in with dirt, clay and sand of former days are replaced by rock ballast, and the light iron rails, which splintered and crumbled, have been taken up and heavy

STEEL RAILS PUT DOWN TO PERMIT HEAVY TRAFFIC AND FAST SCHEDULES.

All these changes and improvements cost something, as will be shown by the valuations placed upon the roads and equipments in the year 1888 and 1898. In the former year the amount invested was represented at \$41,200,730.10. Last year the official figures showed that the railroad property in the State was valued at \$319,345,711.37. Truly a magnificent increase.

The development of the means of conveyance has also developed the business of the railroads to a great degree, as shown by the following statistics:

The income from passenger traffic in 1888 was \$1,395,055.85. In 1898 \$2,551,966.97. This includes the income from the United States mail which was \$248,937.55 in 1888, and \$438,328.20 in 1898; and the income from express \$132,180.48 in 1888 and \$157,254.13 in 1898, showing that the great increase in passenger receipts during the decade was not due to the mails or express but to actual travel.

The total income in 1888 was \$7,475, traffic in 1898 was \$2,947,548.40 and for freight freight \$1,535,388.04. The total freight income that year was \$4,683,340.17. The freight income last year was not classified, but the total was \$5,549,033.28. The income of the roads from freight and passenger traffic and from all other sources last year was \$2,089,330.04, and the total expenses for maintenance of ways and structures, salaries, taxes, etc., \$5,226,612, showing a net income of \$2,551,293.

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While the railroads are evidently prospering, they have made great expenditures on the ground work of what is to be a great fabric of connecting and intersecting lines, for progress begets progress and in another decade it is safe to predict that there will be many more fine lines of road running into and through the State.

THE ARMLESS CONVICT.

The Talk in Georgia About a Pardon. No Chance of It.

A. O. Jackson of West Point, Ga., has sent the following interesting communication to The Atlanta Constitution relative to A. R. Fowler, the armless convict and erstwhile preacher, who, according to the Georgia newspaper, is about to be pardoned out of the South Carolina penitentiary. It is only necessary to say that at the governor's office nothing is known of any impending pardon for Fowler, on the contrary, Governor Ellerbe some time ago refused the petition and has announced that he will not again consider the case.

Editor Constitution: Referring to A. R. Fowler, the armless preacher, in your issues of the 21st and 22d insts., he is referred to as a Methodist preacher. This, to my personal knowledge, is an error. He was a Presbyterian preacher, and in the language of the boys, must say he is a "slick duck."

Mr. Thorne says his company paid him \$1,666.66 for loss of one hand. Then, Fowler must have sold them to him; for the Georgia Fidelity company paid him \$1,750 for the loss of his right hand. At the time represented the company locally, and wrote him the insurance. Fowler, about this time made a transaction with G. W. Poer and myself. We paid him part cash and gave him our note, without interest, payable in four months. A few days before this note became due, Fowler visited our city on a Monday, after having filled the Presbyterian pulpit in LaGrange, Ga., the Sabbath before, and requested us to cash the note, giving us a reasonable discount. We did so. After receiving the money, he went through his pockets, and failing to find said note, said: "Gentlemen, I find I left your note at home with my wife. I will give you a binding receipt against the same, and immediately on my arrival home will send it to you."

He being a preacher and Mason, we at the time did not question his honesty. But we now do, and to the tune of \$300. Fowler, instead of his sending us the note, it was sent by a bank of Clinton, S. C., then Fowler's home, through a bank of our city, for collection. We had some correspondence with Fowler, which amounted to naught. Hence there was nothing left for us to do but pay the note again, and to the bank at Clinton, S. C., they claiming to be innocent purchasers.

Admitting the fact he is a nuisance to the superintendent of the penitentiary, having to have a valet, would it be wise to allow him to run at large? He has committed forgeries on his mother-in-law and brother-in-law, and sold the notes to the leading members of his church. I hear he writes fairly well with his remaining hand, and is now engaged in writing a book on his life, "From the Pulpit to the Penitentiary." Why not allow him to remain in the penitentiary and make this book his life work, although he has to be furnished a valet?

A. O. Jackson, West Point, Ga., May 22, 1899.

Tillman a Vice-President.

The executive committee of the Boston anti-imperialist league Wednesday elected, among others, the following additional vice presidents: Senator Donnell Caffery of Louisiana, ex-Congressman W. Bourke Cockran of New York, Wm. H. Fleming of Georgia, ex-Congressman Henry E. Johnson of Indiana, President David Starr Jordan of Stanford university, Prof. Herman von Holst of Chicago university, Sen. B. R. Tillman of South Carolina. It was also resolved to promulgate the following resolution: "That the anti-imperialist league should take immediate steps to establish and encourage close relations with all associations and individuals throughout the country who are opposed to the imperial policy, with a view to organizing all the elements of opposition to this policy for the most effective and united political action at the proper time."

Is it the best? Taste and see. Best in taste, best in results. No nauseating dose, but so pleasant and natural in effects that you forget you have taken medicine—Life for the Liver and Kidneys. See ad.

SOUTH CAROLINA'S DEAD.

The Monument to Them at Winchester, Va., to be Unveiled.

The following circular has been issued from the headquarters of the South Carolina Division United Confederate Veterans at Charleston: June 6th next it is proposed to unveil the monument to South Carolina's dead, who peacefully slumber at Winchester, Va. The noble citizens of Winchester extend